

3. We received a questions as to whether there might now be a day-trip multi-deck pleasure boat on the Rock River that might utilize this portion of the river and as to whether it will fit under our proposed MBE bridge. No specific response was asked by the question although Mr. Riel thought such a boat may now be in operation.
4. Ms Lorraine Hoskins, 1912 East First Avenue, Milan, IL. 309-787-0214, attended the meeting. Her home is listed as a displacement on this job, being located at Station 80+20 right of Airport Road. She stated she has been previously displaced by IDOT construction (I-280). Ms. Hoskins is now confined to a wheel chair.

She expressed concern as to her ability to find suitable replacement housing that was handicapped accessible. I briefly discussed an IDOT relocation specialist would be re-hired within the District in a few months. She said she would look independently for suitable housing and notify Jay Howell with any specific concerns. I sent Jay Howell an email.

5. Mr. Bill Nelson of the City of Rock Island Park District stated concern with discharge of runoff waters onto ski club appurtenances located at the east edge of Ben Williamson Park just west of the Departments west R.O.W. line. He stated as alternatives he would accept a bermed ditch that went completely to the Rock River, or a re-arrangement of the project's culverts system that diverted water to what he stated was the original creek in the east side of MBE mainline (shown as tree-lined on IDOT plans). I noted the bermed ditch (not shown in current Design Report Typical Section) would conflict with our mitigation. I will write a response upon review with Phase 2 engineering.
6. Mr. Doug House, of the Moline Public Works Department, questioned as to boundaries of jurisdiction and maintenance responsibilities of the proposed Milan Beltway and also the associated roadways, such as relocated 52nd Ave, Airport Road, etc. I told him that was a good question and the Department should be getting back to him and to all other affected agencies.

Env/lh-500/krs

Open House Public Hearing
Milan Beltway Extension
December 19, 2002

Rita Hafner, 4430 Kennedy Drive, E. Moline - Rock Valley Auto Mall (RVAM)

There is a median running north and south which conflicts with the gas station. Heading south, we are unable to take a left hand turn into the gas station and we would like access to that by making a painted median.

Vernon Winter, 10 Briarwood Lane, Rock Island

I have apprehension on the single lane off ramp that goes west on Blackhawk Road coming from two lanes to a single lane and then going back to two lanes. I understand the engineering challenge with having two lanes too close, but it seems to me that bringing off one lane with this volume of traffic will create a back-up of traffic. Admittedly, it opens up into two lanes of right turn later on, but that section from where the ramp comes off of Blackhawk Road to where it makes a right turn to go back to Blackhawk Road winds up being a constraint on the flow of traffic.

Ralph Orsi, Box 205, Silvis, IL 61282

I would like to see you set up these exhibits in relation to north/south. This one here is set up south/north and it's kind of confusing unless you're used to using maps all the time. Thank you.

Bob Buker, 3130 47th Ave., Rock Island

I would like to comment on the bridge project. Number one for me is the way that Rock Island is treated at the intersection of the bridge. I firmly believe that the traffic counts and the projected traffic counts for this area are mistaken. We have an area here in the Quad Cities of projected negative growth - we have had negative growth for a few years. The intersection at Blackhawk Road and the proposed bridge treats Rock Island as an exit, either entering it coming from the east to the west or from the west to the east. Already Rock Island has an existing population of 45-50,000 people. The area to the south of Rock Island (Milan area) has a much, much lower population. Existing traffic flow on Blackhawk Road is from east to west. The ramp off of Blackhawk Road to proceed to the west is inadequate with two stop lights going from the east to the west. The two stop lights are too close together and there is going to be traffic backed up at that exit ramp.

significantly, even though it is a two lane exit ramp. Coming from the west to the east on Blackhawk Road you once again have to go through those two stop lights, loop around on a single lane exit ramp onto the eastbound section of Blackhawk Road to get onto it. This ignores the existing population of Rock Island and its significant amount of homes. If we have a negative growth for Rock Island County in particular, I don't know how we can project that all of a sudden there is going to be more traffic going over the Rock River by this bridge than going down Blackhawk Road to the west. It is flawed. The figures are flawed. It is a traffic projection that is way too far into the future. It's beyond our lives. The second and major problem that I would like to comment about is IL 5 in general. The two lane section of IL 5 from 38th Street and 17th Street is the only two lane section on IL 5 between Chicago and the Quad Cities. This two lane deserves, needs to be upgraded in conjunction with this bridge. For one, this it is a source of needed fill for this project which needs a tremendous amount of fill. If it were to be done after this project the source of fill would be lost because this project would be over. The other reason is that Rock Island deserves to have a four or five lane road, they deserve to have this street finished. The idea that people are going to be weary of this because of Blackhawk Park is preposterous! We know that that is going to be a two lane road and it will remain a two lane road through the park. If we wait to do this until after the bridge is completed, we have created another bottleneck to the west heading into this. This should be done at the early stages of the development of this whole project, not waiting until this project is done. It makes sense from a lot of standpoints. I once again want to reiterate that I believe that Rock Island has been short changed tremendously in this whole development and they deserve and need some help for what we are doing with this interchange. Thank you very much and I hope that someone would return my comments. I am mostly interested in this Blackhawk Road widening project between 38th and 17th. Thank you very much.

David Mills representing RVAM Ltd., 309/797-1241

These comments are on the Beltway Project. My partner and I have a concern because of the planning and comments made to tenants. We have lost tenants now in a building that is in the proposed take and we would like a hardship case processed immediately to purchase the building, as we have already lost our tenants at this time and they are moment by moment now and are expected to be out before the first of the year, which is another week or two. We would like someone to proceed at haste to purchase this property and two make remedy with us and we would like to work to that end as quick as possible.

CS/Milan Beltway/dsh-0106/sb



Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

FOR

**MILAN BELTWAY EXTENSION FROM AIRPORT ROAD, CROSSING
THE ROCK RIVER, AND TYING INTO JOHN DEERE EXPRESSWAY.**

DATE & LOCATION

**WEDNESDAY, APRIL 24, 1991
1:30 P.M. - 6:30 P.M.**

**ILLINOIS DEPARTMENT OF TRANSPORTATION MOBILE OFFICE
WILL BE PARKED AT THE IL. DEPT. OF TRANSPORTATION
MAINTENANCE YARD ON AIRPORT RD. APPROXIMATELY
1/4 MILE EAST OF THE MILAN BELTWAY.**

PURPOSE

- **INFORM PUBLIC OF PRELIMINARY STUDY PROGRESS**
- **OBTAIN PUBLIC COMMENTS AND INPUT**
- **VIEW GRAPHIC DISPLAYS**
- **ANSWER QUESTIONS**

Any interested person who believes a public hearing should be held for this project may request that a hearing be held by writing William D. Ost, District Engineer, 819 Depot Avenue, Dixon, Illinois 61021. To be considered, requests must be written and received by May 6, 1991. A hearing will be held if sufficient interest is demonstrated by the public.

This meeting is not accessible to handicapped individuals. Handicapped persons planning to attend and needing special accommodations should contact, either by telephone or letter, Jason Nelson, Ill. Dept. of Transportation, 819 Depot Avenue, Dixon, Illinois 61021 at 815/284-5443, to inform him of their anticipated attendance.

**THIS NOTICE IS FOR YOUR INFORMATION. IF YOU HAVE ANY QUESTIONS
CONTACT JASON NELSON AT 815/284-5443.**

PROJECT

ATTENDANCE

NAME

ADDRESS & ORGANIZATION

Denise Bulat	Bi-State Regional Commission
Gena Standaert	" "
Neil Mohan	United Medical Center - Moline
Henry Meyer	Bolivar Consultants ¹⁰²⁵ ¹⁶⁷ Moline, IL
Van D. Geijckhe	4606 69 Ave
Billy Halley	United Medical Center - Moline
Loren Muth	"
Milton Thelkins	1912 E. Islande Milan
Gary E. Gange	R. I. County Hwy
Don Standaert	" " "
Betty Waite	1609 E. Islande Milan
John P. Hoffstafer	City of Moline, IL
Mary E. Holdorf	208 Box 2020 Rock Island, Ill
Ken & Lary	Rock Island County, IL
Harold McCarthy	1808 - 2nd St Rock Island Ill
BEN Aker	Airport Rd - Box 737, Milan, IL
Tom Wells	161 Sunshine Lane Milan
John Tomson	ABC Seamus - Milan
Ryle DeBorja	3100 28th St. Rock Island
Janet Moline	3836 28th Ave, E.T. 61204 Black Hawk Park Foundation
John L. Anst	1000 - No. Shore Dr. - Moline
Bob Trapp	Box 1100, Milan
Steve Polito	946 - 23rd St, Moline, IL



Illinois Department of Transportation

Memorandum

To: Files
From: L. R. Hill *L. R. Hill*
Subject: Public Informational Meeting
Date: April 24, 1991

FAU 5822
Section 1-2
Milan Beltway Extension
Rock Island County

Today a Public Informational Meeting was held for the above project. The following comments were received:

- ✓ 1. Dick Bussan said that the proposed access road to the Maintenance Yard was not a public road and so would require the acquisition of right-of-way (contrary to what was shown on the plans).
- ✓ 2. Mr. John Hoffstatter and Ms. Karen Beshears asked for copies of the single sheet showing the entire job. This will be sent to these people.
- ✓ 3. Mr. Henry Meyers wants a copy of archaeological sites in Moline.
- ✓ 4. Mr. Acri (Property #11) wants a revision made and sent to him showing the construction of the driveway into his property from the proposed access road built on temporary easement instead of ROW. I stated we would revise this and sent him a copy of plans.

Address: Mr. Benjamin Acri
Airport Road, Box 737
Milan, Illinois 61264

He stated his existing driveway is aggregate and 33' in width and requested to be informed if the proposed driveway was not to be built to the same specifications.

Memo to File
Public Information Mtg. - Milan Beltway Ext.
April 24, 1991
Page Two

5. Mr. Gerald Swords requested his new driveway be built as close as possible to the access point onto Airport Road. He wishes to be contacted about our decision.

Address: Gerald V. Swords
P.O. Box 866
Milan, Illinois 61264

- ✓ 6. There were no requests for a Public Hearing.
- ✓ 7. A copy of the Draft EIS was requested by:

Emily H. Smith
4428 42nd Avenue
Rock Island, Illinois 61201

LRH:af/0005z(104)



Illinois Department of Transportation

Memorandum

To: File
From: Jason T. Nelson
Subject: Public Meeting Comments
Date: April 26, 1991

A handwritten signature in dark ink, appearing to read "Jason T. Nelson".

Ron Standley from the Rock Island County Highway Department questioned the median design we were showing at the April 24th Public Meeting for the Milan Beltway Extension. He stated that they had obtained a waiver from the FHWA to allow an 18-foot median if reflectors were installed along the edgeline. He was concerned that our project would not match into theirs. I explained that our design meets the current median standards and that it would be unlikely we could obtain a waiver for new construction since we had been unsuccessful to obtain similar waivers for medians on existing facilities where we are simply resurfacing the pavement.

Attached is a typical section from the local agency, contract plans, and Bi-Monthly Meeting notes regarding the median.

JTN:af/1818z(24)
Attachment



Illinois Department of Transportation

DATA COLLECTION OPEN HOUSE

FOR

**MILAN BELTWAY EXTENSION FROM AIRPORT ROAD, CROSSING
THE ROCK RIVER, AND TYING INTO JOHN DEERE EXPRESSWAY.**

DATE & LOCATION

TUESDAY, MARCH 29, 1988

2:00 P.M. - 7:00 P.M.

**IL. DEPARTMENT OF TRANSPORTATION MOBILE OFFICE
WILL BE PARKED AT THE ROCK ISLAND K-MART STORE
ON THE CORNER OF 46TH AVE. (BLACKHAWK RD.)
AND 38TH ST. IN ROCK ISLAND.**

PURPOSE

- **INFORM PUBLIC OF PRELIMINARY STUDY PROGRESS**
- **OBTAIN PUBLIC COMMENTS AND INPUT**
- **VIEW GRAPHIC DISPLAYS**
- **ANSWER QUESTIONS**

**THIS MEETING IS NOT ACCESSIBLE TO HANDICAPPED
INDIVIDUALS. HANDICAPPED PERSONS PLANNING TO ATTEND
AND NEEDING SPECIAL ACCOMMODATIONS SHOULD CONTACT,
EITHER BY TELEPHONE OR LETTER, MR. LARRY REED,
IL. DEPT. OF TRANSPORTATION, 819 DEPOT AVE.,
DIXON, IL. 61021, AT 815/284-5443, TO INFORM HIM
OF THEIR ANTICIPATED ATTENDANCE.**

PROJECT

ATTENDANCE

NAME

ADDRESS & ORGANIZATION

DAVID ENGSTROM

DAVID ENGSTROM

Dale Godwin

PANDY WILLIAMS

Rita Come

John Eppelky

Wanda Harmon

Wanda Harmon

WM WEAVER

Roger Carlson

Joe McKnight

Gene Peterson

DALE BLOCKLINGER

CHUCK GIBSON

STEVE L O'NEILL

Earl Hildner

TED REE W HICKS

EARL M. STOCKDALE MD

Wanda Harmon

Ben Hunter

Charles R SCHAECHTER

Robert K. Thibault

Steven Schutte

Earl Way

DONALD T. RITTENHOUSE

Charles Thibault

EVELYNE SIEBENALLER

ROY SIEBENALLER

PARADISE MANOR MILWAUKEE

MUTUAL WHEEL CO
3215 E 1ST AVE MILWAUKEE

2231-52ND AVE MADISON

BLAKEWOOD T 1050 300 2240

2937-River Hills Dr. R.I.

1730 N. Shore Dr. Madison

1700 N. Shore Dr. Madison

2616 5TH AVE ROCK ISLAND

2308-12 St Mad. Ill

171 Sunshine Lane Milan

1718-12th Ave. Rock Island

1600-18th AVE. R.I.

1105-No. SHORE DR. MAD.

113A SOUTH SHORE DR. MAD.

2240 North Shore Madison

427-43rd St. Madison

2153 29th St Rock Island

1500 N Shore Dr. Madison

1610 N Shore Dr. Madison

9718-16 St. Madison

4600-3rd St. Madison

219 W 1st Ave. Madison

5339-34th Ave - Madison, IL 61265

135 W 1st Ave Madison

938 N. SH. DR. Madison

931 N. SH DR Madison

PROJECT

ATTENDANCE

NAME

ADDRESS & ORGANIZATION

Don Thuline

3515 17th St Rock Island

JOE SENATTA

1044 NORTH SHORE DR MOLINE

Omarr C. Morris

1044 North Shore Dr Moline

Bernie L. Brown

1509 - 15th Drive Moline

Steve Arnold

3823 - 15th E. Moline

* DR. H. JERSILD

4602 3RD ST. MOLINE

John G. Amet

1000 No. Shore Dr. - MOLINE

Charles Arnold

3215 - 30th Street Rock Island

Drea Bonnett

823 - E - 2nd Ave Moline

NORM MOLINE

3836 28th Ave, Rock Island



CITIZENS TO PRESERVE
BLACK HAWK PARK FOUNDATION

Robert W. M. M., Chairman
2535 River Heights Drive
Rock Island, Illinois 61201
July 3, 1988

William D. Ost, District Engineer
Illinois Department of Transportation
Division of Highways, District 2
819 Depot Avenue
Dixon, Illinois 61021

Dear Mr. Ost:

In your May 11, 1988 letter to Mr. Robert T. Hawes, Public Works Director, City of Rock Island, you stated that "A commitment of local funding for the bridge to permit an extension of the Blackhawk Road work west of 38th Street is a condition that was stated which recognizes the concerns of environmental groups interested in preserving Blackhawk State Park. These groups have expressed concerns that improvements would be made to the edge of the park, with resultant congestion, if no bridge was provided for diversion of traffic. These groups will view with suspicion any construction that moves close to the park, without firm commitments regarding the bridge." This statement is quite accurate, except that we have never set local funding for the bridge as a condition for completion of the proposed project. We are very much in favor of the bridge, as we stated at the July 31, 1984 hearings. Environmental groups, however, are not of the feeling that bridge funding should be the responsibility of local entities. As I understand it, there was a local entities agreement some twenty years ago concerning funding of the bridge. Our Foundation has only been in existence 15 years; so, we were not involved in that funding agreement. In fact, we believe the State must assume a major portion or all of the funding for the bridge. We indicated that to Representative Joel Brunsvold in our meetings with him prior to the July 31, 1984 hearings.

The Argus (August 1, 1984) stated: "Ost said part of the road improvements proposal hinges on the establishment of a Rock River bridge - to bring together the Milan Beltway and John Deere Road. He said the proposed bridge would be a 'relief valve' for traffic on Black Hawk Road thus there would be no reason to widen the road through the state park." Our Foundation agrees strongly with that statement. We urge you to initiate action that will result in the bridge portion of the Expressway becoming a reality as soon as possible. We are concerned that the project be completed as presented at the hearings. We very much appreciate the concern for the the Park that you expressed at the hearings.

Thank you.

cc: Robert T. Hawes

Sincerely,

Robert W. M. M.



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois 61021
815 / 284-2271

PLANNING

Projects and Environment
FAU Route 5822 (Milan Beltway Extension)
Section 1-3 (Rock River bridge and approaches)
Rock Island County

July 8, 1988

Mr. Robert W. Motz, Chairman
Citizens To Preserve Black Hawk Park Foundation
2535 River Heights Drive
Rock Island, Illinois 61201

Dear Mr. Motz:

I am responding to your July 3, 1988 letter regarding the future extension of the Milan Beltway and the new Rock River crossing. Your letter was apparently prompted by a reply from this office to Mr. Robert Hawes, Rock Island Public Works Director, and particularly our references in that letter to local funding.

It was not our intent in that letter to imply that environmental groups had stipulated local funding for the west Rock River crossing as a condition for extending improvements on Black Hawk Road to 24th Street in Rock Island. Our statement that there was a need for funding commitments by local agencies was reflecting on a general concept of overall commitment by all benefiting governments.

The subject of the west Rock River bridge and its funding have been discussed over a period of several years and have included study of a toll bridge built by a bridge commission established by the City of Rock Island. At meetings held in 1975, the concept of the Illinois Department of Transportation funding the north approach was discussed. Both funding concepts, while considered, were never formally adopted and carried out.

More recent, formally adopted agreements established funding responsibilities for the first phase of preliminary engineering. This phase included all location work, environmental coordination, preliminary bridge plans, and right-of-way documents. The agreement for this phase of the engineering was initiated and the preliminary engineering included is about 80 percent complete. The second phase which involves preparation of contract plans, the actual construction, and right-of-way acquisition for the project are not presently covered by any agreement.